



City of Alexandria

Transportation Commission

Regular Meeting

May 18, 2016
7:00 p.m.
Council Workroom

MINUTES

Commissioners Present: Chair Jerry King, Commissioner David Brown, Councilman John Chapman, Commissioner Ryan Jones, Vice-Chair Nathan Macek, Commissioner Stephen Klejst, Commissioner James Lewis, Councilman Timothy Lovain, Commissioner Christine Michaelis

Commissioner Absent: Jake Jakubek

Staff Present: Yon Lambert – T&ES, Patrick Reed - T&ES, Steve Sindiong -T&ES, Karen Callahan – T&ES, Mary Catherine Collins - P&Z, Carrie Sanders – T&ES, Pierre Holloman T&ES, and Ramond Robinson – T&ES

Chair Jerry King called the Transportation Commission meeting to order at 7:00 pm. He announced there will be a town hall on item number 4. He gave instructions for use of the speaker forms.

1. April 20, 2016 Meeting Minutes

Chair Jerry King asked if there were any edits to the meeting. Chair King and Vice Chair Macek both stated they had emailed their edits to staff. There being no additional edits, a motion to approve the minutes was made by Vice Chair Macek and seconded by Commissioner Michaelis, voted on and unanimously approved by the Commission.

2. Updates to Receive (Consent Items)

The Commission received Funding Updates and Project Updates on WMATA Operating Fund Priorities; Vision Zero; the Route 1 Metroway; the King Street Metrorail Station; the Eisenhower Avenue Metrorail Station; the King Street / Beauregard Street Improvement Project; the West End Transitway; the Motorcoach Task Force; the Old Town Area Parking Study (OTAPS); the Old Town North Small Area Plan; and I-395 Express Lanes.

Chair King inquired about Transform 66 – Inside the Beltway Toll Funding. T&ES Acting Deputy Director Carrie Sanders replied as a result of the I-66 toll project, there will be toll revenues and those revenues will be distributed to different projects throughout the eligibility criteria area. Alexandria is just outside the area; however, is able to apply. The City requested \$190,000 in funding with a local match of \$10,000 and a total project budget of \$200,000.

Chair King stated that Vision Zero is a road traffic safety policy that aims to achieve a road system with no fatalities or serious injuries. He requested a motion for staff to provide an overview on Vision Zero at the next meeting. Commissioner Brown made the motion, which was seconded by Vice-chair Macek. The motion was voted on and unanimously approved.

Chair Macek stated construction of the King Street Metrorail Station redevelopment will last up to two years. Citizens' existing commuting patterns will be disrupted. He suggested that a public meeting be held to vet construction staging plans. T&ES Director Yon Lambert responded that the transition plan is currently being developed. Communications and traffic management plans are anticipated beginning in the summer and going into the fall. The City currently has planned electronic outreach for the summer. Macek reiterated that the public should have an opportunity to weigh in on plans for temporary construction staging before decisions are finalized by the City.

Chair King asked if the northern section of Royal Street will be included in the Old Town North Small Area Plan (SAP). T&ES Transportation Planning Acting Division Chief Steve Sindiong responded that the Old Town North SAP project's consultant is working on conceptual plans and for the north portion of Royal Street, and that the specific recommendations have not yet been determined.

Commissioner Michaelis asked if there will be another opportunity to object or speak against the I-395 express lanes. T&ES Acting Deputy Director Carrie Sanders replied that the Virginia Department of Transportation (VDOT) hosted a public meeting in Alexandria on April 13, 2016. She added that approximately 100 members of the public attended and, after a presentation by VDOT, asked questions of VDOT, the Department of Rail and Public Transportation (DRPT), and TransUrban. T&ES Director Yon Lambert indicated that there will be a public hearing in September on the environmental impact process and a key meeting with the Transportation Planning Board afterwards. Commissioner Michaelis inquired as to where the entry points onto the express lanes will be located. T&ES Acting Deputy Director Sanders stated the existing configuration would not change; King Street and Seminary Road entry points would remain.

3. Commission Updates

Commissioner Jones reported that the Ad Hoc North Potomac Yard Advisory Group held their second meeting on May 16, 2016, and held an all-day worksession and open house on May 17. Commissioner Jones noted that a main concern of the group is the developer's proposal to maintain the alignment of Potomac Avenue as is rather than realign it per the existing North Potomac Yard Small Area Plan. The Advisory Group is in favor of the 2010 plan reflecting Potomac Avenue near Target bordering the linear park. The Advisory Group also favors keeping the future Potomac Yard Metrorail station landing plaza as proposed in the 2010 Small Area Plan. The group is also concerned with the location of a proposed parking garages, including one which is in close proximity to the site of a future school, as well as one proposed near the Metrorail station.

Councilman Lovain reported the Transportation Planning Board (TPB) created a Long Range Plan Task Force to establish a process to rank Constrained Long Range Plan (CLRP) project submissions in relation to regional goals and priorities that are unfunded long before they are submitted for the "constrained" element of the region's long-range plan. The board was concerned that regional priorities and goals did not appear to be adequately reflected in the CLRP projects last fall. One of their activities is conducting a survey of the TPB member jurisdictions to learn about their projects, as well as their project prioritization and selection process to help champion regional priorities and projects.

Commissioner Klejst reported that the DASH Board held a public hearing on the 2017 Transit Development Program and proposed route and service changes. The purchase of seven new buses will be initiated on July 1, 2016. The Virginia Workman's Compensation Fund commended DASH for having the lowest utilization rate of any Virginia transit agency for worker's compensation. The Real Time Bus Program will not be completed early summer as planned. It has been delayed due to ITS infrastructure issues.

Chair King stated he attended the National Park Service meeting concerning the Arlington Memorial Bridge. The bridge is 83 years old. Without repairs, it will be shut down in three years barring a complete overhaul. Since 2010, the Park Service has undertaken \$10 million in emergency repairs. To completely fix, it will cost \$250 million. The park service plans to apply for federal grant money through the FASTLANE program. If it wins the grant and gets contributions from the District of Columbia and Virginia, that would be enough to pay for the reconstruction.

4. FY 2017 70% Program – Town Hall

T&ES Acting Deputy Director Carrie Sanders stated that staff presents Commissioners with a draft list of Northern Virginia Transportation Authority (NVTA) regional revenue funds each year. This year, staff presented the West End Transitway and the Potomac Yard Metrorail for the regional revenue funds. After Transportation Commission and City Council approval, a formal application was submitted to NVTA for funding. The NVTA currently is in the public outreach and comment process. Ms. Sanders introduced T&ES staff Principal Planner Pierre Holloman, who is the Vice Chair of the Regional Jurisdiction and Agency Coordination Committee of the Northern Virginia Transportation Authority (NVTA). He stated that a summary of all comments will be transmitted to the NVTA.

Mr. Holloman stated that last September, NVTA issued a call for projects to be evaluated under the HB599 process as part of its FY 2017 Regional Revenue Fund Program. This is a one year program. NVTA has released 24 projects for public comment. The Potomac Yard Metrorail Station was the third highest scored project out of the 24 evaluated. The West End Transitway ranked eighteenth out of the 24 evaluated projects. All 24 projects that were evaluated and scored will be included as part of the NVTA's request for public comments and will also be included as part of NVTA's public hearing materials.

The NVTA will hold its public hearing on the proposed FY 2017 Regional Revenue Fund Program on Thursday, June 9, 2016 at the NVTA office. Following the public hearing and closure of the public comment period, all public input will be summarized by NVTA staff and reviewed by the NVTA Projects and Programming Committee at their July 1, 2016 meeting. The NVTA is expected to vote on the approval of the FY 2017 program at its July 14, 2016 meeting. As the Transportation Commission has endorsed the two projects the City submitted for consideration for the NVTA FY 2017 Regional Revenue Program, it is important for the Transportation Commission, City elected officials, and public to provide public comments at this meeting, online, and/or at the June 9, 2016 public hearing.

Commissioner Lewis made a motion for staff to compose a letter from the Commission endorsing the City's two projects stating support for both City projects as they address the criteria of congestion, connectivity, reducing Vehicle Miles Traveled (VMT), safety, improved bike/pedestrian facilities, and car sharing. These two projects are also included in the City's Transportation Master Plan and Washington Council of Government's Regional Transportation Master Plans and address activity centers. Because these two projects are able to concentrate

growth and jobs in these activity areas, there is a reduction in VMT and congestion in other areas in the region as well as areas that are likely to experience increase in density in the future. The motion was seconded by Commissioner Michaelis, voted on and unanimously approved.

City resident Liz Goldmann submitted an email to be added as part of the NVTa Town Hall record. The projects she supports funding for include the Potomac Yard Metrorail Station, the I-66 Route 28 interchange project, the WMATA blue line project, and the West End Transitway.

5. NVTa TransAction Update

T&ES staff Pierre Holloman stated that in 2002, the General Assembly created the NVTa and charged it with developing a Northern Virginia Regional Transportation Plan. State law requires that this plan be updated every five years. The last update was in 2012 when the NVTa Board adopted the TransAction 2040 Regional Transportation Plan. The TransAction Plan Update will be the first update since the passage of transportation funding House Bill (HB) 2313. The update is expected to take approximately two years to complete, with a draft TransAction Plan Update expected in spring 2017. At the February 2016 Commission meeting, staff gave an overview of the list of recommended projects that would be provided for consideration and evaluation as part of the TransAction Plan update. The list only contains City projects that are not under construction. Commissioner Klejst made a motion for the Commission to endorse the recommended project list to be included in the draft NVTa TransAction Plan Update. The motion was seconded by Commissioner Lewis, voted on and unanimously approved. Commissioner Michaelis made a motion to amend the original motion for staff to evaluate the Bradlee Transit Center project to determine if it should remain on the list, contingent on an analysis of whether or not the Transit Center should remain in the Long Range Plan. Commissioner Lewis seconded the motion. The amendment was voted on and unanimously approved. The motion to endorse the recommended project list was voted on and unanimously approved.

6. King Street Complete Streets

T&ES Acting Deputy Director Carrie Sanders gave an update on the King Street Complete Streets project, which is the section of King Street between Radford Street and Janney's Lane. It is being resurfaced this summer and identified for Complete Streets improvements in accordance with the City's Complete Streets Policy. She reiterated the public outreach that has taken place. She stated that based on the community input, staff developed three alternatives for public feedback. One option was to resurface the street, adding crosswalks and ADA improvements. Another option included pedestrian and accessibility intersection enhancements. A third option proposed Complete Streets improvements to the corridor. The option that received the most support was the Complete Streets design option based on community input through the online survey, numerous meetings and discussions with the community, affected residents, civic associations, boards and commissions, and TC Williams High School. There will be a public hearing at the Traffic and Parking Board meeting on June 27, 2016. Vice Chair Macek made a motion for the Commission to endorse the third option for the King Street Complete Streets project. The motion was seconded by Commissioner Michaelis, voted on, receiving an abstention from Commissioner Lewis of (who sits on the Traffic and Parking Board). The motion was approved with a 6-0 vote (1 abstention).

7. Potomac Yard Metrorail Station

T&ES Acting Deputy Director Carrie Sanders gave an overview of the Development Special Use Permits (DSUP) for design of the Potomac Yard Metrorail Station and its associated parks. She stated since the selection of the preferred alternative, staff have been working to complete the

Final Environmental Impact Statement (EIS) and have been developing the conceptual design. A design-build contract is expected to be advertised this summer. The Final EIS is expected to be released for public review by mid-June 2016. The Federal Transit Administration (FTA) and National Park Service (NPS) will both issue a Record of Decision (ROD) this summer as well. Since fall 2015, WMATA and City staff have been developing the conceptual design for the station, as well as the set of standards, requirements, and expectations that the design-build contractors will use to develop their bids. The design process has included a series of meetings to solicit public input, as well as regular meetings with the Board of Architectural Review (BAR) and the Park and Recreation Commission, and monthly updates to City Council. The design has also included input from staff of the NPS, the Commission on Fine Arts, and the National Capital Planning Commission. Alternative B, as approved by City Council, includes two entrances. The northern entrance would serve North Potomac Yard, while at the southern end there would be entrances to Potomac Yard and Potomac Greens, connected by a pedestrian/bicycle bridge between the two neighborhoods. There will be no kiss-and-ride or park-and-ride facilities provided for the Metrorail Station as the primary modes of access for this station are anticipated to be walking, biking and transit. The traffic analysis performed as part of the EIS does not show the station generating a significant amount of automobile traffic. The plan will go to the Planning Commission on June 7, 2016 for the approval of the DSUP and associated zoning approvals. City Council will vote on the project at their public hearing on June 16, 2016. Chair Lewis made a recommendation for staff to compose a letter from the Commission in support of the preferred station design. The motion was seconded by Commissioner Klejst, voted on, receiving two abstentions from Planning Commission representatives. The motion was approved with a 5-0 vote (2 abstentions).

8. WMATA Safe Track Plan

T&ES Transit Services Division Chief Ramond Robinson reported that in FY 2016, the National Transportation Safety Board (NTSB) and Federal Transit Authority (FTA) recommended a series of safety improvements to bring the Metrorail system into a state of good repair. Service and maintenance needs do not provide enough time to get WMATA to achieving the NTSB or FTA directives; therefore, to achieve the directives, WMATA will institute 15 safety surges that will require single tracking and segment closures for several weeks. The Safe Track Plan is slated to be activated from June 2016 through May 2017. The goal is to fit three years of work into one year. There will be no early openings or late closings for special area wide events. Service will end at midnight every night starting June 3, 2016. Work will not be performed during Independence Day, the Presidential Inauguration, and the Cherry Blossom Festival. WMATA will dedicate 40 buses and 60 operators as shuttles between major destinations. WMATA will request assistance from the jurisdictions to assist with adding capacity if needed. Mr. Robinson listed the safety surges that would affect lines that directly serve the City and noted that the surges will impact the City for a total of 68 days. WMATA staff will work with City and adjacent jurisdictions' staff to promote a communication plan. Mr. Robinson noted that staff will continue to provide the Transportation Commission with updates on the safety surges, impacts to operating and capital budgets, and the direct and indirect costs associated with the Safe Track Plan.

9. Other Business

Chair King requested that staff bring in an expert on Transportation issues to speak to the Commission regarding the future of transportation, such as autonomous vehicles. T&ES acting Deputy Director Carrie Sanders suggested placing that item on the Retreat agenda. T&ES Director Yon Lambert suggested sharing transportation information via email to

Commissioners.

Vice Chair Macek made a motion to adjourn the meeting at 9:27pm. This motion was seconded by Commissioner Michaelis, voted on and unanimously approved by the Commission.